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OLD TOM...\$8.50 Per Dozen.
DRY 8.50

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WINE & SPIRIT MERCHANTS,
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857

"D. C. L."

PURE SCOTCH WHISKY

Price \$15.50 Per Dozen.

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No. 14,822 號二十百八千四萬一第 日二十月九年十三緒光 HONGKONG, TUESDAY, OCTOBER 10TH, 1905. 式拜禮 號十月十年五零百九千一英倫香 PRICE, \$3 PER MONTH.

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FOR THE BATH, TOILET AND HOUSEHOLD.

An Elegant Preparation. Delicately Perfumed. Promotes a healthy action of the skin, counteracts all effects of perspiration, and is as refreshing and invigorating to the system as a Turkish Bath.

A. S. WATSON & CO. LIMITED.
THE HONGKONG DISPENSARY.
[a1342]

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"SPECIAL BLEND" WHISKY
A Blend of Selected Distillations of the Finest Scotch Whiskies.
\$10.50 Per Case.

Apply to

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GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net \$4.75 per cask ex Factory.
In Bags 250 lbs. net \$2.80 per bag ex Factory.
SHEWAN, TOMES & CO., General Managers.
Hongkong, 1st October, 1905. [a1412]

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GEO. FENWICK & CO., LD., Engineers &c., are open to receive OFFERS FOR THE PURCHASE OF THEIR WANCHAI PROPERTY, comprising portions of Marine Lots Nos. 31 and 38; approximate area 43,000 square feet.

For further particulars apply to the Company.
Hongkong, 12th July, 1905. [133]

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SURGEON DENTIST.
No. 14, DAQUILLAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 2174

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
37, DES VŒUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [2056]

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MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELLANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

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Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1905. 122

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR, EMBROIDERIES, LACES, SILKS, PONGERS, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS, EBONY FURNITURE AND FANCY GOODS.
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Any Order Promptly Attended To.
Hongkong, 12th January, 1905.

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GRANITE AND MARBLE MERCHANTS. EXPORTERS AND CONTRACTORS.
Sole Agents of
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All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
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Prices & Estimates on Application.
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Hongkong, 17th January, 1905. [1682]

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THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD. KOBE.

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Hongkong, 16th August, 1905.

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FROM

DEINHARD & CO., COBLENTZ.

THE FASHIONABLE WINES OF THE MOMENT ARE MOSELLES BOTH STILL AND SPARKLING, WE HAVE IN STOCK AT THE MOMENT—

	Per Case	Per Bottle
GRAACHER (SUPERIOR)	1 doz. bottles \$18.00	2 doz. 3 bottles \$20.00
SPARKLING MOSELLE (CROWN LABEL)	24.00	26.00
BERNCASTLE DOCTOR (VERY CHOICE)	38.00	



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WINE & SPIRIT MERCHANTS.
15, QUEEN'S ROAD CENTRAL. [a37]

Hongkong, 27th September, 1905.

THE LAHMEYER ELECTRICAL CO. LD. LONDON.

THE FELTEN & GUILLAUME-LAHMEYER WERKE
FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to— SIEMSEN & CO., SOLE AGENTS FOR CHINA. 54a

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mitsui BUSSAN KAISHA (mitsui & co.)

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LONDON BRANCH:—34, LIME STREET, E.C.
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CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

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S. MINAMI, Manager, Hongkong.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Fog" WHISKIES at \$18.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at \$22.00
Ship drinking stuff, Snaky Stuff, because "it comes through the Soda."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor. Once tried, preferred to all others. Sole Agents for Hongkong:
F. BLACKHEAD & Co.
1298

IMITATED BUT NOT EQUALLED!

CHAMPAGNE BITTERS.

NOT A STIMULANT, BUT A RESTORATIVE NERVE-TONIC FOR ALL COMPLAINTS ARISING FROM DEPRESSED VITALITY.

FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.

ALL CLUB AND HOTEL BARS KEEP IT.

WATKINS, LIMITED, CHEMISTS AND DRUGGISTS,

AND AERATED WATER MANUFACTURERS.

(Crown Brand.)
APOTHECARIES HALL HONGKONG. [a38]

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NEW GOODS FOR ALL DEPARTMENTS NOW ARRIVING.

GROUND FLOOR—GENTLEMEN'S OUTFITTING, HOSIERY, &c. HARDWARE, ELECTRO-PLATE, CUTLERY, GLASSWARE. CRICKET, TENNIS, FOOTBALL, HOCKEY & CROQUET GEAR. GROCERIES, WINES AND SPIRITS. SHIP-CHANDLERY DEPARTMENT.
1ST FLOOR—PIANOS AND MUSICAL INSTRUMENTS, MUSIC, &c. TAILORING.
& GENERAL OFFICES.
2ND FLOOR—FURNISHING, UPHOLSTERY, CARPETS, BEDSTEADS. HOUSEHOLD LINEN, &c.
By LADIES' COSTUMES, BLOUSES, SKIRTS, HATS, RAIN-ELEVATOR COATS, UMBRELLAS, SUNSHADES, &c.

LANE, CRAWFORD & CO. [a36]

Hongkong, 28th September, 1905.

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KOW'LOON.

DELIGHTFUL SITUATION. UNEQUALLED RESORT FOR TRAVELLERS AND RESIDENTS. BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 2068

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WINE & SPIRIT MERCHANTS.

OF

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ESTABLISHED 1815.

	Per Case
BRANDY * * * *	\$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
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BENEDICTINE, D.O.M.	40.50

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FURNITURE, CROCKERY, GLASS & PLATED WARE.

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Unicoid—Social Telegraph Code 1.90
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"The Pith of the Classics" Quotations from the Chinese Classics in daily use, by Dyer Ball 2.00
Part 23 and 27, Russo-Japanese War Diary—Maps and Illustrations, each 0.60

NEW STOCK:

PLAYING CARDS in Great Variety:
AYRE'S CHAMPIONSHIP TEN-
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OIL and WATER COLOURS;
Ladies' and Gentlemen's TENNIS
SHOES; and EGYPTIAN CIG-
ARETTES—Sultans \$2.00 per 100.

Sandow's "Grip" DUMB BELLS.

Ladies' and Gentlemen's Black and Brown
WALKING SHOES; best English
Make. [a35]

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DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.
ALL NEW GOODS IN STOCK.

A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.
Hongkong, 27th May, 1905. [a1299]

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DESIGNERS & MANUFACTURERS OF

HIGH CLASS FURNITURE

BILLIARD TABLE MAKERS.

IMPORTERS OF ARTISTIC WALLPAPERS AND TEXTILE

FABRICS. LARGE STOCKS OF CARPETS AND
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A. B. C. CODE, 5TH EDITION. 1475—I

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th July, 1905. [a1729]

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near the Banks and Principal Office. Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished. Hydraulic Elevator, hot and cold water throughout.

Special Rates for Tourists. Lunch Service for Guests. For Terms, apply to the

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Hongkong, 31st October, 1902. [a4]

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(HOTEL-SANITARIUM OF SOUTH CHINA),
MACAO.

HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home.

A most pleasant retreat for those desirous of a few days rest and quiet. Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong. One steamer (i.e. Hongkong), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both base centres.

Cable Address—"BOA VISTA."
For Terms, apply
241 THE MANAGER.

VICTORIA HOTEL.

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On the British Concession.

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MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER,
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J. WATT JAMESON & CO., MARINE

SALVAGE ENGINEERS.

THIS COMPANY POSSESSES THE MOST POWERFUL & EFFICIENT SALVAGE MACHINERY.

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The Company has the powerful steamer "City of Birmingham" (287 Tons, 750 H.P.) specially equipped with necessary Gear for Salvage purposes, always ready at Short Notice.

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Agents for Messrs. SHERR, GORMAN & Co. Submarine Funnels, Makers of all classes of Diving Gear, London.

Hongkong, 3rd October, 1905. 2265

INTIMATION



A. S. WATSON & CO., LIMITED.

WINE & SPIRIT MERCHANTS.

BULL DOG

LIGHT ALE.

THIS ALE, brewed expressly for ROBERT PORTER & Co., LIMITED, is bottled under a special system which enables the best characteristics of a good English Ale to be combined with extreme lightness of character and a practical FREEDOM FROM SEDIMENT, a result hitherto deemed unattainable.

Per Case 4 doz. qts. \$18 Per doz. qts. \$4.50
 " 8 " pts. 21 " pts. 3.00
 " 12 " splits 27 " splits 2.40

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A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

[33]

NOTICE TO CORRESPONDENTS.
 On communications relating to the news columns should be addressed to THE EDITOR.
 Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.
 No anonymously signed communications that have already appeared in other papers will be inserted.
 Orders for extra copies of *The Daily Press* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
 Telegraphic Address: PRESS. Codes: A.S.W. 5th Ed. Telephone: 33.
 P.O. Box, 33. Telephone No. 19.

BIRTH.

On 28th September, the wife of Mr. N. A. A. NIELSEN, 1, M. Customs, Footscray, of a daughter.

HONGKONG OFFICE: 10A, DES VŒUX ROAD CL.
 LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 10TH, 1905.

An account which is given by the Rev. W. NELSON BITTON, in a recent number of *East and West*, as to the present state of Chinese education, must be disappointing to those who have of late been hoping they could at last see some signs of improvement in China from within. Time was when the majority of persons best capable of judging despaired of ever seeing any great advance originating among the Chinese themselves. Later, however, people of a more sanguine disposition had begun to hope that there were indications of some definite progress. It has been not unreasonably considered likely that the object lesson which was presented by Japan would have its influence upon the Chinese, especially as the latter have been seeking instruction from their active and intelligent neighbour and seemed at last to recognise that they might share in the advantages which Japan has secured through her careful study of foreign ways, both political and scientific. It must, indeed, have become clear to the more enlightened among the Chinese that, if it could only act in the same way, similar benefits might be obtainable by their country; and this fact once realised, it was not too much to hope that they would be induced to give up some of their antiquated ideas and strike out a new and more practical course for themselves. There seems, however, too much reason to conclude that any such change must at best be one of very slow development. No doubt China is endeavouring to gain some instructions from the Japanese,

but there is too much ground to fear that she will in this instance, as in so many other previous instances, endeavour only to obtain specific knowledge in particular directions in the hope that it may be of use to her in strengthening her position in dealing with foreigners, but with no idea of learning anything from Europeans, which may enable the Chinese to improve their intellectual tone and internal administration, and thus raise the status of China as a whole. It is noticeable that, in referring to the subject, the Chinese always speak of foreign methods, never of foreign principles. They are too fully convinced of the superiority of their country in regard to the latter to imagine that anything can possibly be learnt from outsiders in this respect. It might be thought that what they have seen of late in a neighbouring country would to some extent have disillusioned them, and that their conceit would give way before undeniable facts. But it is clear that, as yet, they have learnt very little in this direction; and that it will be only by very slow degrees that any radical improvement in internal administration can be hoped for. At the same time it is encouraging to find that the Rev. Mr. BITTON recognises some indications that the Chinese are not so blindly attached to their classics as they were formerly. He states that "in the minds of the younger generation, and the more intelligent of the older, there has come the suspicion deepening into conviction that in the crucial test of foreign relationship Confucianism has failed them, and they must look outside for the needed strengthening ideas." This is, no doubt, true; but unfortunately it is equally true that they still adhere to the false principles of government which are derived from the classics with unaltered tenacity. So long as they keep to their habit of striving to bring every new piece of knowledge within the limits of the principles of their defective philosophy, there can be little hope that they will materially advance. This, however, has been their habit from time immemorial, and the belief that nothing can be worthy of serious study that has not the stamp of ancient Chinese authority is still generally adhered to. For this reason it is not surprising that progress has been slow. Mr. BITTON points out that "in almost all instances it has been the case that colleges for Western knowledge in China have been unsuccessful unless under the direction of foreigners," and he notes pertinently that a type of official, nominally in sympathy with foreign institutions but in reality anti-foreign in spirit, has within the last few years turned towards Japan as the place where China can "send her youth without spoiling their Confucian idealism." He estimates that there are at the present time some two thousand Chinese thus studying in Japan; but he is not by any means sanguine as to the results, and looks upon the movement as a passing phase "producing dangers which inevitably spring from a little knowledge."

No doubt past experience goes far to justify the fears thus expressed; but at the same time it is open to question whether Mr. BITTON does not somewhat underestimate the effect likely to be produced, even upon Chinese stolidity, by coming in contact with minds almost as well acquainted as their own with their own system of morals and philosophy, and yet able accurately to grasp the full value, not only of the material science, but of the political, moral and, to some extent at least, also the religious systems of Western nations. Lessons coming from such a source must have far greater weight than they can possibly have when taught by the ablest Europeans, whose knowledge of the Chinese classics and sympathy with Chinese modes of thought is, of course, limited as compared with that of the Japanese, who in their day have taken all that was good from Chinese civilization; and, as time went on, have abandoned or modified it in favour of the more enlightened ideas of Western nations—who, in fact, have solved the problem which the more advanced thinkers in China are now essaying. That some such effect is being produced, there is evidence in the fact that Japanese teachers are being employed in many hundreds of schools in China. This at least shows that the Chinese are alive to the necessity of obtaining knowledge from the West; but everything must depend upon the spirit in which it is received. If the Chinese can be roused by their Japanese instructors to go to the root of matters and to endeavour to extract from the civilization of the West its true principles instead of confining themselves to merely trying to better the instruction by infusing it into their own system, there

is room for hope that by degrees a change will be wrought in the Chinese mind which may open the door to salutary reforms, both political and moral. It is possible that the Japanese may have sufficient influence with them to induce them so to approach the subject in this spirit, in which case favourable results may in time be looked for. Certainly this is the only direction in which there seems to be a gleam of hope. Foreign nations have failed; but Japan may, possibly, for the reasons above indicated, be able to convince the Chinese that if they wish to maintain their position among the nations they must endeavour to acquire a real knowledge of the principles upon which modern civilization is founded; and adapt them (as the Japanese themselves have done) to the circumstances and requirements of their own country.

Yesterday was the Jewish Feast of Atonement.

The total number of Chinese in the Transvaal on August 31 was 44,555.

The English Mail of the 9th September was delivered in London on the 7th inst.

His Excellency the Governor will be "At Home" at Government House on Friday, the 13th inst., from 4.30 to 6.30 p.m.

Our Fenchow contemporary reports the death of Mr. Joseph Phillips, one of the oldest residents in the port, having been twenty-six years there.

Mr. Dowling, chief steward of the P. M. steamship *China*, died suddenly on the last trip of the steamer homeward, when only a few days out of Yokohama.

The return of cases of communicable diseases for the week ending the 7th inst. is a very satisfactory one. One fatal case of enteric fever is all that it contains. Since then the fatal case of plague has been reported.

An auction of properties belonging to the estate of the late Hadji Osman, of Singapore, extended over three days and realised a total of \$595,439, which is stated to be considerably in excess of the estimated value.

A court of enquiry on loss of stores was held at the Hongkong Volunteer Headquarters yesterday evening. The president was Major C. G. Pritchard, and the members: Captain W. Armstrong and Lieut. W. A. Crake.

Mr. W. J. Kenny, the British Consul-General at Manila, is going home on leave of absence. Mr. E. L. S. Gordon, the vice-consul, becomes Acting Consul General, and Mr. J. N. Siddons (of Messrs. Smith, Bell & Co.) will act as Vice-Consul.

Return of visitors to the City Hall Library and Museum for the week ending the 8th September, 1905—

	Library	Museum
Non-Chinese	235	93
Chinese	108	2,998
Total	343	3,091

The 129th Battalion will move into camp at Customs' Pass on the 14th inst., for Annual Course of Training, leaving behind a party (1 Native Officer, 10 N.C.O.'s, 54 Sepoys) for guard purposes, which will be relieved weekly from camp. An advanced party will move on the 11th inst. to prepare camp.

The *Times* of India has started a crusade against the conditions of mill labour at Bombay. The attention of the Government and the public is drawn to the fact "that large numbers of operatives in the textile factories of Bombay are being worked, under the most unhealthy conditions, for a period of fifteen hours daily with only one prescribed interval of half-an-hour for rest."

Considerable interest has of late been taken in Germany in shipping stock upon the assumption that the Hamburg-American Line and the North-German Lloyd would enjoy the monopoly of the repatriation of Russian prisoners of war from Japan. But, according to the latest accounts, no definite arrangements have yet been made on either side in the matter.

Another of the popular concerts of the Kowloon Dock Recreation Club was held at the Dock's last night. The weather proved more favourable than on the last occasion, consequently the attendance was larger. The programme was of the usual high standard. Our report is held over till next issue.

The International Law Association, assembled at Christiania, carried without discussion the following resolution, proposed by Mr. Douglas Owen:—"In the opinion of this conference the time has come for protecting the world's mail and passenger steamers from belligerent seizure, and with this object an international agreement should be adopted to prevent the shipment and carriage of contraband of war by such vessels, and to render the same a punishable offence."

At his sales rooms yesterday afternoon Mr. G. P. Lamont put up for sale by public auction the piece of ground known as Inland Lot No. 1,405 together with the messuage thereon known as No. 40 Caine Road. The ground has an area of 1,997 square feet or thereabouts, and the term of the lease is for 999 years. Bidding opened at \$1,400 and rose by bids of \$100 to \$16,500, at which price the lot was knocked down to Mr. Lai Kwai Pui, merchant. Messrs. Johnson, Stokes and Master were the solicitors for the mortgagees.

At a meeting of the Kulungu (Amoy) Municipal Council last month at which there were present: Messrs. Bruce (Chairman), Gardner, Krass, McElfins, and Dr. Otto, it was decided to write to Messrs. Paolo, Lander & Co. in reply to their letter of the 23rd August saying that it is assumed that, before they can make a business proposition regarding installing electric light on Kulungu, it will be necessary for them to send a representative to come in contact with the Community and, in their own interest, to make some survey of the ground to be operated on, after which any proposition they make will have the full consideration of the Council. In the meanwhile the Council is quite prepared to give the six months' option asked for, reserving all right of re-sale till a bona fide proposition is before them.

With reference to the articles in the *Treaty of Peace* dividing the Manchurian Railway between Russia and Japan, "F. G. S." writes to a London contemporary as follows:—"Kuan-cheng-tso station, a short distance north of Gunsui-jin, which is mentioned as the point of partition between the Russian and Japanese sections, is 431 miles distant from the southern terminus of the line at Dalny, and 146 miles distant from Harbin. The Russians also retain possession in Manchuria of the section of the Trans-Siberian Railway which crosses that province from west to east, i.e., from the original Russian frontier and custom-house station bearing the name Manchuria, 573 miles eastward of Harbin to Vladivostok, 482 miles eastward of Harbin. The Japanese having altered the gauge on that portion of the railway under their control, as matters stand at present, passengers for the Pechili Gulf ports will require to change trains, and goods and mails to be transferred at Kuan-cheng-tso."

The following comment on the currency question of China is extracted from a letter sent to the *N. C. Daily News* by its correspondent at Kashiung, Che:—"Within the space of a few months the price of the silver dollar has run from 89 to 98 cash and the prospect is of a further rise. If we remember aught the dollar has not brought as much cash for the past ten years. And the causes of this sudden fluctuation are not hard to seek. The old cash pieces containing, they say, more metal in actual value than the face value calls for, have been melted down in large numbers. And on the other hand the market has been flooded with cheap ten-cash pieces. Whereas only a few years ago there were no small pieces of silver in circulation in the interior, and no ten-cent cash pieces, and the silver dollar changed into cash pieces only, now with the advent of both small silver and ten-cash pieces the cash is harder to get hold of than it was then. Certainly it does not take a prophet or the son of a prophet to foresee that, unless some drastic remedy is applied, there will be a panic in the Chinese money market before long."

TANJONG PAGAR DOCK COMPANY.

A DIVIDEND OF \$48 PER SHARE.

The advertisement columns of the *Singapore Free Press* contains a notification concerning an extraordinary general meeting of the members of the Tanjong Pagar Dock Company, to be held on Friday the 13th inst. Two resolutions are to be submitted for the approval and acceptance of the meeting. One is to authorise the directors to apply to the Colonial Government for the sum of \$891,675.02, say at rate of exchange 2s. 1½d. about \$2,740 as the certified profit balance available for immediate distribution. The other, to authorise the paying out by this amount of dividend at the rate of \$24 per share for the half year, that is a dividend of \$48 per annum per share. When it is borne in mind, says our Singapore contemporary, that the original shares were one hundred dollar shares, and even allowing for the high rate of exchange, in the old days, it will be admitted that 48 per cent. per share on the \$250, which represented the market price of a share on the date when the expropriation decision of the Colonial Office was announced, constitutes a very handsome annual dividend indeed. The amounts for the two last half years are distributed in dividends have been increased by not devoting any of the profits available to reserve, obviously now no longer an object of any concern to the Tanjong Pagar Dock Company. In Sept. 1904 a sum of \$266,251 was available for distribution, dividend \$20 per share. And now as announced to-day the claim for distributable profits is \$891,675 (for first half year 1905) with dividend \$24 per share.

TRADE OF SINGAPORE.

The Straits Settlements return of imports and exports for the second quarter of this year is now out. The figures come out thus in comparison with the corresponding quarter of last year, exclusive of treasure—

	1905	1904
2nd Quarter of 1905	\$88,985,670	£3,135,469
2nd Quarter of 1904	\$82,493,512	£2,836,879
Increase in Dollars	...	\$6,492,158
Increase in Sterling	...	£298,590
Singapore's total reached	\$81,004,018	—
Increase of about	\$400,000	—
For 1905, 1904	\$21,131,497	—
There is evidently something wrong about the sterling figures.

Exclusive of treasure, the export figures come out thus—
 2nd Quarter of 1905: \$70,436,471—£2,696,903
 2nd Quarter of 1904: \$63,062,737—£2,392,861
 Increase in Dollars: \$7,373,734
 Increase in Sterling: £2,043,042
 Singapore shows: \$59,062,407 against \$48,823,494. The export fell off from \$10,812,950 to \$9,748,457.
 Penang does better with \$19,531,994, an increase of over \$6,200,000. Her tin export increased from \$6,392,442 to \$10,373,711. The conversion rates were taken at 1/1½ for 1905 and 1/10-4-5 for 1904.—*Straits Times*.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

THE SUEZ CANAL.

LONDON, 9th October.
 Traffic through the Suez Canal was resumed on Sunday.

OBITUARY.

LONDON, 9th October.
 The death is announced of Baron Inverclyde, Chairman of the Cunard Steamship Co.

[REUTERS' SERVICE.]

AUSTRIA-HUNGARY.

LONDON, 7th October.
 Yesterday was a day of mourning in Hungary, being the anniversary of the execution of the leaders of the war of 1849. An unusually large procession marched to the graves of Kossuth and Count Batthyany; the day passed quietly.

SUPREME COURT.

Monday, 9th October.
 IN SUMMARY JURISDICTION.
 BEFORE MR. A. G. WISE (PRINCE JUDGE).

RECOVERING A DEBT.
 Lee Cheung Kai sued H. D. Noronha for the recovery of \$250, being money advanced on a promissory note. Mr. Thomson appeared for plaintiff and Mr. Hett for defendant. Judgment was given, by consent, for \$100, with no order as to costs.

WITHDRAWN.
 The action brought by the Tung Cheong Wo against the Wo Cheung has been withdrawn. Mr. Otto Keng Sing appeared for the plaintiff and Mr. Bonnar for the defendant.

DES VŒUX ROAD FIRE INQUIRY.

The inquiry into the circumstances connected with the fire which occurred at the Chong Lee furniture shop, 29 and 31 Des Vœux Road, on the 9th ultimo, was continued before Mr. F. A. Hazeland at the Police Court yesterday afternoon.

Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) represented the Insurance Companies interested, and Mr. E. A. Harding appeared for the owner of the premises.

Mr. T. P. Hough, of Messrs. Hughes and Hough, auctioneers, called by Mr. Harding, said that on the 7th and 8th October he inspected Nos. 29 and 31 Des Vœux Road. The roofs of both buildings had gone; part of the first floor on the south side of No. 29 was standing. In No. 31 the back part of the first floor was standing, and a small area, about ten or twelve feet from the road was also standing. On the walls of the rooms left standing the plaster had been stripped off, he thought by the heat from the fire; nearly all the bricks were bare on the first and second floors. On examining the debris he found on the ground floor a certain amount of furniture there were many pieces, some charred and some broken. In the show window facing the road he saw a large quantity of plated ware, but could not say whether it was silver or electro-plated. Witness saw a damaged case at the back of No. 31 where stock might have been kept. He could not approximately value the stock on the ground floor unless it was sorted out and each article taken. He did not think it possible to state the value of the stock on that floor before the fire. He concluded that there had been silverware stored on the second floor, as he saw several articles of that nature amongst the debris on the first floor. Two rooms at the back of the premises were not burnt out; one was on the first and one on the second floor. In both rooms a quantity of stock was stored. There was room in the two houses to have stored \$50,000 worth of the ordinary merchandise of this kind of shop. From his examination he could not form any opinion as to whether the shop was properly stocked at the time of the fire, as the upper floors were so completely gutted. From the debris and remnants he saw he would conclude that an average stock had been carried.

Cross-examined—The impression left on his mind was that plaster had been on the walls. The west wall of the west house was scorched to some extent. Practically the whole of the second floor was burned. There were a considerable number of charred pieces of furniture on the ground floor. Witness could give no idea as to what the value of the stock on the ground and first floors would be, if it consisted chiefly of furniture, wardrobes, writing and dressing tables, sideboards and washstands.

The case was remanded till Wednesday afternoon.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
 On the 9th at 11.55 a.m. The barometer has risen slightly over N. China, and fallen a little over S. China and Formosa.
 Pressure remains slightly low over the Southern Philippines and adjacent seas. The gradient pressure line over Central China. Gradients are slight to moderate, and fresh N.E. winds may be expected in the Formosa Channel and the N. part of the China Sea.
 Forecast:—Moderate N.E. winds; fine.

POLICE COURT.

Monday, 9th October.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

ON BOARD WITHOUT PERMISSION.
 Captain Yacanger, of the Norwegian steamer *Toll*, charged Hans Bogering, chief engineer, with behaving in a disorderly manner on board the said ship on Saturday.

Defendant pleaded not guilty.
 Inspector Langley informed his Worship that the defendant was paid off on Saturday morning and went ashore. He returned to the ship later in the day, and refused to leave it when the captain ordered him to do so. During an argument he spat in the captain's face.

Captain Yacanger said the defendant was formerly his chief engineer. He was discharged on Saturday morning for being drunk on board. About six o'clock on the evening of the same day he returned to the vessel, and stayed there all night. On Sunday he refused to leave the ship, and witness called the water police, who removed him.

His Worship—How was he disorderly?

Witness—He had no business on board.

His Worship—That is not disorderly. What else did he do?

Witness—Nothing on that day.

His Worship—What did he do on the previous Thursday?

Witness—He came aboard drunk, refused to obey my orders, spat in my face and used very bad language.

His Worship—Why didn't you charge him at once? You ought to have.

Inspector Langley asked to be allowed to amend the charge to "being on board without permission."

His Worship granted the request, and asked defendant what he had to say.

Defendant said Sunday was a holiday, and he could not take his clothes ashore.

A fine of \$10 was inflicted, the alternative being three weeks' imprisonment with hard labour.

GAMBLING.

Seventy-two Chinese were charged with gambling at No. 39, Gough Street on Sunday night.

The case was remanded, the alleged keeper of the house being admitted to bail in the sum of \$1,000, and 51 of the players in sums ranging from \$10 to \$25.

Four natives were charged with gambling on board the steam launch *An Ho*.

They were convicted and each fined \$3 or seven days' imprisonment.

UNLICENSED SAMPAHS.

A large number of natives charged with plying unlicensed sampans in the harbour were each fined \$2, the alternative being seven days' goal.

FISHING WITH DYNAMITE.

A fisherman was charged, at the instance of Inspector Langley, with fishing with dynamite in the waters of the colony.

His Worship—Is there much of this being carried on?

Inspector Langley—Not so much since the ordinance prohibiting it has been passed.

His Worship—Defendant is fined \$10 or three weeks' imprisonment, and the dynamite, detonators and fuses will be forfeited to the Crown.

A PICKPOCKET.

A coolie was charged with picking the pocket of a schoolboy, Chan Chuen, 13 years of age, in Des Vœux Road, near the Central Market, on Saturday.

Chan Chuen stated that as he was walking along Des Vœux Road, near the Central Market, he was grabbed by the arms from behind.

A second man, whom he recognised as the defendant, put his hand in witness's pocket and relieved him of his money. Both men ran away, but defendant was overtaken by the police.

One month's hard labour and six hours' stocks was the sentence imposed.

DEPRIVING A LICENSE.

The master of the Tung Hing Li junk appeared to answer the charge of illegally depriving his arms licence.

Inspector Langley stated that on the 15th July defendant obtained permission from the police to purchase three rifles and 150 rounds of ammunition for the protection of his junk.

Detective-Sergeant Grant made the entry on the licence, and signed his name underneath. Defendant then left the colony on a voyage, returning without the arms or ammunition. On his licence being examined, it was discovered that he had erased the entry and the sergeant's signature.

The case was adjourned.

THE TYPHOON DAMAGE IN THE PHILIPPINES.

The mail from Manila, which arrived yesterday, brings further particulars of the damage done by the typhoon. When news was received in Manila of the foundering of the cutter *Leyte*, off the coast of Samar, the cutter *Mindoro* was dispatched to the scene of the disaster. On the 5th inst. the following telegram from the commander of the *Mindoro* reached Manila—

"List passengers given me in Legaspi follows: Dean, examiner; Price, Signal corps; Foots, constabulary; Morgan, internal revenue; Ely, examiner; Sommers, constabulary. Bodies of Dean and Sommers recovered and buried."

"Investigated wreck *Castalia* north end. Ticao. Vessel broken up into small pieces, people all drowned; recovered five bodies buried same on beach; impossible to identify bodies."

"Mail *Leyte* loaded by natives. Cheques \$2,500 recovered. Bark *Matilda* left east coast Luzon twenty-third, sighted by me off San Bernardino straits. *Palaamor* rode out pale in Legaspi, all safe. *Juan Rodriguez* drifted ashore Baco, Gulf of Albay; came off without damage. Launch *Josephine* ashore. *Almouza* total wreck; several schoolers ashore east coast Luzon. No lives reported lost."

THE CLOCK TOWER.

A PROTEST AGAINST ITS REMOVAL.

(Contributed).

The ground upon which the defenders of the Clock Tower would naturally choose to take their stand is the general principle, governing all present relations with the past, that it is highly undesirable to destroy more than is absolutely necessary. Life needs room for growth, of course; and, whenever it can be clearly shown that the claims of even the most sacred dead interfere with the well-being of the living, necessity assumes an absolute aspect and rightly refuses to know any law. This is the warrant and the only warrant for the destruction of the records and the relics of the past. To destroy otherwise than under it is nothing less than savagery. In this sense, modern civilization is often savage. It is savage when it acts as if unmindful of the humanizing view of history as "an endless chain of causes and effects" a continuous growth, not a chapter of accidents, when it acts as if inspired by nothing nobler than the royalist's gospel "let us eat and drink for to-morrow we die"; when it digs up heedlessly or tramples down relentlessly; when it displays either indifference to the hope of the future or forgetfulness of what is owed to the past; when it is selfish and its outlook is bounded by mean material considerations; and again when it is wantonly destructive. The passion to destroy is essentially savage. And men, even the most modern, frequently display savagery when acting together as a crowd. A crowd is always on the verge of destruction. The least inflammatory word said, and down go the railings and whizz go the stones. It is so in a larger sense, and when thus the devil of destruction enters into and possesses the modern spirit; modern civilization, then, beside itself, grows hard and heartless; it begets savages, clothed though these may be in fine linen and frock coats. Savages know nothing about the past and care less. They live from hand to mouth from day to day and ask nothing of how or whence they came or whether they are bound. To ask this is the distinguishing feature of the civilized man and no man is civilized in the true sense who, in his attitude towards the past, has no reverent consideration for the past.

It may be said that our chief concern is with the future. Undoubtedly it is. "Eyes front! Forward!" is the everlastingly command. But we go forward all the more steadily if we do not omit to "glance the unseemly cheer." It is the spirit of their successors that makes Japanese infantry the finest in the world. "Let the dead past bury its dead." By all means. But this does not mean that it should be quickly forgotten. Let the corpse be decently buried. Don't stamp a lusty contemptuous heel upon its helpless upturned face. Don't destroy. Time's fell hand will do that fast enough. Be a little tender towards the old days and the old ways wherein and whereby the roads to success, along which, perchance, we now go galloping gaily, were painfully laid. These were not littered without labour nor straightened without pain. In the top dressing is mingled the blood and bones of our forefathers. Do not despise the old road builders. They builded better than they knew. We who follow in their footsteps know how well. It becomes us, therefore, to hold the Colony's past in grateful and affectionate remembrance and to guard jealously whatever may serve to remind us of the various stages in its progress. This is the application of the general principle to Hongkong. The general principle will not be betrayed, nor will its general application to the affairs of the Colony. Only its application in a particular instance is under dispute. Let me attempt to apply it more narrowly.

It has frequently been remarked that Far Eastern commercial cities are, as a rule, very uninteresting. It has often been observed that the reason is the poverty of their historical associations. Projected suddenly into existence by an entirely new turn of events they are all more or less in the same plight. From Macao to Yokohama, the criticism applies, though Macao may be held to escape it. Interesting in one way they all are, but everyone knows what it means. You arrive; you are pleased by the general aspect of the town; you land and admire fine buildings set out along the front, like the goods in a shop window; you are taken to the Club; you go out for a walk; you look round and all is over. It is different when you go to Calcutta. Why? Because Calcutta has a story to tell and has preserved many monuments to give it point. These others have only short and rather dull series to relate and, as if in despair of making what little there is interesting, they have preserved next to nothing. This does not apply only to the Far East. It is much the same with the commercial towns of the Pacific slope—Vancouver, Portland, Seattle, even San Francisco. As regards the latter there is this to be said, that the "people are sufficiently advanced to have a sense of monuments. One which I found noted in memory of the fact that R.L.S. was there on a newspaper seemed to show the urgency of their need. It is a human need, older far than the Pyramids, old as the stone age, and its indulgence has a humanizing effect. This will not be gainsaid. Only its application to the Clock Tower question is missed. This hall strive to make clear.

Hongkong was for a long time better off than the Far Eastern towns, though poorer, of course, than Macao. In this respect, the works of the past, at any rate, beautiful in places, mostly unregarded now. But there has been a failure to preserve. A few years ago Glen was a triumph of art and nature, working in combination. Now look at it!

Glenally, the most beautiful of Prince's many dreams is destroyed. Inevitably? Perhaps. Perhaps not. That word is ever in the mouths of those who take things "lying down." Anyhow, irrevocable. And irrevocably old Hongkong is passing away, and soon will disappear beneath the great ranges of modern mountainous buildings which tower increasingly skyward. So be it. But it is just here that the usefulness of the Clock Tower, as a reminder of the days that were, comes in. Though we have no dramatic history of blood and war to commemorate, we have a remarkable record of rapid progress and this story the Clock Tower is better able to tell than all the books that ever will be written.

This view of it as a memento of bygone days cuts the ground completely from under the feet of the assenting party, and makes light of the reasons advanced for the Tower's demolition. You can indulge a fanciful admission of them all (with the exception of the alleged block to traffic) and still remain untouched as a defender. Take, for instance, the allegation that the Clock cannot well be seen owing to the way in which the height of houses in the vicinity has increased. Admit it. Let more high and terrific houses, frowning down upon it, be put there in fancy or built there in fact. This will only increase its value as a historical monument. As such, the fact that it is largely invisible becomes highly valuable, because, as soon as the fact is seized upon, it becomes instantly instructive in a most striking manner. It tells the reflective observer that once upon a time the surrounding houses only came up to the knees of our latter day structures. It tells him of a low-built, small, and compact town, struggling for existence manfully with its back against the wall of the Peak and anxiously looking out for a monthly mail from England and the opium clippers from Calcutta. It carries his thoughts back half a century to the palmy days of British influence in China when old King Pam was the inspiring influence, and men like Consul Parkes and Harry Keppel carried out his vigorous policy. And if he steps to wonder why the town Clock was placed where it could not be seen from the harbour, and he is led to enquire, he will learn that the sea only lately lapped the shore not a hundred and fifty yards below it, and realise why a British Admiral once urged the advisability of abandoning the island because there was no room for a town to grow on the more ledge of land which nature had provided for the purpose. That such things ever were may be ultimately disbelieved, or perhaps forgotten altogether, unless some outward and visible sign is allowed to remain. Other things, perhaps better worth remembering, may also be forgotten. There is only space here to hint at the Tower's story. Our traditions, all told, are few, and perhaps inglorious. Nevertheless, they are ours and by us they ought to be preserved. A poor thing but mine own. We ought to be proud of them, if only out of a sense of possession. From a material point of view we have reason, as a Colony, to be proud. The rapidity of our growth, the giant strides of our prosperity, are among the modern wonders of the world. Proud by all means let us be, but not with the arrogant pride of worldly success. True pride does not kick away the past. Pride is ashamed of only humble origins. Its day of small things is despised, if possible forgotten. True pride reverences all that has enabled it to rise, and our true pride, in showing what we are, should find pleasure in preserving and displaying all that shows also what we were.

No monument can tell the story of Hongkong's progress so well as the Clock Tower. Nothing else in the town explains so much; nothing in the Colony tells so briefly the broad facts. Other story tellers remain, no doubt, each contributing their quota. Government House tells the story; Headquarters House tells it; East Point tells it with its old-fashioned gateway, its beautiful garden, its noble trees. The old all speak historically, but they do not tell the story of the town's growth. This the Clock Tower does, and for this reason it is earnestly to be desired by all who care for any of these things that the hand of the destroyer may be stayed and the venerable monument preserved for those who will come after us, as a "sermon in stone," as a link with the past, as a relic of old Hongkong.

CANTON.

(FROM OUR CORRESPONDENT.)

FURTHER SEIZURES.

Yesterday Fu-Ka-Tai, Chan-Tung-Sang's maternal uncle and predecessor as treasurer, was arrested by the Nam-Hoi magistrate and detained in Chan-Tung-Sang's house in the Po-Wa-Ching-Chung-Yuek. He was removed a little later to the Nam Hoi magistracy. Fu's house has been seized, together with other properties owned by him in Sui-Poo Hong and in the Fung-Yuen-Tai-Kai.

Chan-Tung-Sang's tenth concubine, who has been under medical attendance for some time, was released from custody by order of Viceroy Shun at the request of Doctor Keadagh, her medical attendant. She was not allowed to take anything with her, and was only released after a Chinese doctor had visited her to ascertain that she was really ill.

COUNTERFEITERS ARRESTED.

A reward of \$10,000 was recently offered to any person giving information that would lead to the arrest of certain counterfeiters, who were known to be operating somewhere in the neighbourhood of the Wai-chow prefecture. They were unexpectedly found yesterday by a number of soldiers in a house at Po-lo, in the Wai-chow District, in the course of a search for robbers who were said to be in hiding in that town. Three stamping machines and six trunks full of finished coins were discovered, together with a quantity of lead and tin. The counterfeiters made a desperate attempt to escape and a free fight ensued. They were overpowered, however, and three men were arrested. According to Chinese law these men will be beheaded.

SEIZURE OF A BANKRUPT'S PROPERTIES. Yeong Yat Lam, who was the owner of the Ngai-shan engineering shop, and who recently failed in business in Hongkong, performed the vanishing trick and bolted to Canton. He has since been in hiding in the Chong Hou Kai street (southern suburbs). His Hongkong creditors, however, have now discovered his retreat and have also found out that Yeong owns a steam launch here (the *Phon-ti*) and also three houses, one of which is built in European style. On the 30th of September the British Consul communicated with the Poon Yu Magistrate and requested him to seize all the above properties. On the 1st inst. the Poon-yu Magistrate sent a deputy together with a number of braves to the Ngai-shan engineering shop to take an inventory of all the articles therein, and has seized the European-style house.

THE FATHAN THEATRE.

The Fatham Theatre was built in the 17th year of Kwang-su and originally paid a tax of \$4,800 a year to the Government. In the 18th year it was further reduced to \$2,400, and in the 20th year it was further reduced to \$1,200. The opening of the Canton-Samshui railway has increased the number of travellers to Fatham considerably and the theatre's business has improved accordingly. The Siu-ho-kuk has now decided to raise the tax, and investigations are now taking place with a view to the assessment of the amount.

PU-KING-FUK'S RESIDENCE.

Pai-King-fuk, the ex-Namhoi magistrate, who it will be remembered, was extradited from Mexico, sentenced and banished by Viceroy Shun, had a house in Po Shun Feng, in the walled city. Viceroy Shun has instructed his deputy, Li, to estimate its value in order that it may be sold and the funds used by the Government. This is a week of seizures, indeed.

BRITISH CONSUL AND THE NAMHOI MAGISTRATE.

Yesterday the British Consul went with Colonel Yang to watch the trial at the Namhoi magistracy of the six prisoners who were recently extradited from Hongkong on the charge of armed robbery, etc. The prisoners blantly listened to the lengthy list of charges, and had nothing to say in reply. Another prisoner Cheung Pat, alias Cheung Kwai Pan, also extradited from Hongkong was then called, and having been duly identified by two of his victims, Li Cheong and Li-see, was charged with robbery with violence, etc. The prisoner made no reply to the accusations, bending his head all the while.

HONGKONG VOLUNTEER CORPS.

The Corps Order issued by Major C. G. Pritchard, Commandant, are of more than ordinary interest this week.

CAMP.

Members are informed that the launch for conveyance of the corps to Stonecutters Island for the annual camp of instruction will leave Murray Pier at 2 p.m. on Saturday, 14th inst.

The headquarters will be closed from 10 p.m. on Tuesday, 13th inst., until the completion of the camp.

AMBULANCE.

The following result of the Ambulance Class examination is published: 1. Gr. A. E. Wright 255; 2. Gr. F. O. Day, 233; 3. Gr. W. H. Durrance, 239; 4. Gr. C. W. Ward, 226; 5. Gr. V. Sorey, 213; 6. Gr. W. Brandt, 207; 7. Gr. E. Raymond, 182. The possible total of marks was 300, and 50 per cent was required to pass.

PROMOTIONS.

The undermentioned N.C.O.'s and men are promoted to fill existing vacancies with effect from the following dates: Right Half, No. 1 Company—Sergeant T. Meek to Co. Sergeant Major dated 21st June, 1905; Gunner S. A. Seth to Corporal dated 8th September, 1905; Bomber M. McIvor to Corporal dated 3rd October, 1905; and Bomber C. E. Herbert to Corporal dated 3rd October, 1905. Right Half, No. 2 Company—Corporal R. S. Pierce to Sergeant dated 3rd October, 1905; Bomber H. K. Holmes to Corporal dated 3rd October, 1905; Bomber H. D. Bell to Corporal dated 3rd October, 1905; Gunner L. C. Bass to Bomber dated 3rd October, 1905; and Gunner A. J. Darby to Bomber dated 3rd October, 1905. Engineer Company—Sapper J. Logan to 2nd Corporal dated 3rd October, 1905.

JOINED.

The following have joined: Messrs. A. Ramsay, Right half No. 2 Company; H. W. Lester, Right half No. 2 Company; B. A. Whitmore, Right half No. 2 Company; G. H. Saunders, Left half No. 2 Company; and F. Kennedy, left half No. 1 Company.

RESIGNATIONS.

The following resignations are recorded: Gunner E. E. Andrus, Gunner J. Bonstow, Gunner T. Abley, Gunner J. Dickie and Bombardier W. M. Black, on leaving the Colony.

LEAVE.

Sergeant W. M. Deas has been granted leave of absence for one month from the 2nd inst.

VOLUNTEER RIFLE CLUB.

A cup value \$250 described as the "Rifle Association Trophy," has been presented to the Hongkong Volunteer Rifle Club by the Hongkong Rifle Association; the cup to be shot for not more than twice a year at the discretion of the Volunteer Rifle Club Committee; to be open to members of the Hongkong Volunteer Rifle Club only—and to be won three times before being won outright.

HONGKONG Y.M.C.A. AND CLASS DISTINCTIONS.

STATEMENT BY THE COMMITTEE.

The Committee of Management of the Hongkong Young Men's Christian Association send us the following statement regarding the Class Distinctions alleged to have been set up by the European Department of the Young Men's Christian Association of Hongkong:—

"This Association has been under fire in the public press during the last few months, but has hitherto remained silent. No doubt this silence has been interpreted by many as an admission of the truth of the statements and charges therein made. Such an interpretation is incorrect. The failure to speak up to this time has been partly due to the fact that many of the attacks have borne unmistakable marks of insincerity. This has been evident not only from the many untruthful and misleading statements made (when the real truth could have been ascertained with a little pains); but also from the generally rancorous tone of the attacks in question. The chief reason for our silence was the desire not to complicate a very difficult question at a time when we were using every endeavour to arrive at a solution that would be satisfactory to all concerned, and when we, the Committee, in view of the interests and difficulties involved, were not yet in a position, nor prepared, to speak for the Association.

"The limits of this letter preclude our taking up the said untruthful and misleading statements and dealing with them one by one, nor would any useful purpose be thus served. Let us go at once to the root of the matter.

"What is the charge? Briefly, that the members of this Society, organized under the well known name given above, have deliberately decided to exclude from their membership certain classes, namely, non-Europeans and Service men.

"At the outset, instead of picturing these members as a lot of pharisaical Christians, who look with disdain on the Gentile world, let us see who they are, these 160 men. Roughly speaking, 80 of them are 'active' members, that is, members of Christian churches; not saints, but men of flesh and blood; not men who 'pose' as Christians and say, 'I am holier than thou,' but men who acknowledge their own weakness and seek the help that comes in the service of the church. If these men were to be arraigned before a competent judge, no doubt each one of them would be found to have at least a modicum of class prejudice, and perhaps some of them would have a considerable amount of it (the millstone has not yet arrived), but it is safe to say that the entire 80 would be as free from it as any 80 men chosen from the local community.

"Thirty of these 80 men compose the Committee of Management, which has the responsible direction of the Association's affairs. This Committee is selected annually by ballot by the active members.

"The other 80 men are 'associate' members, that is, they make no profession of membership in any church. It is a well-known fact among the Associations the world over that these men join the Society on account of its club features.

"Against whom, then, is the above charge aimed? Manifestly it could not be justly aimed at the associate members. Nor can the active members be held responsible, for to the Committee of Management had been delegated the power to pass upon all applications for membership. This Committee, then, accept the responsibility for whatever action has been taken.

"We did sanction temporarily the setting up of certain limitations to membership. Why? Not from any class prejudice, but with real regret that conditions seemed to demand such a course.

"The plan of organization of this Society in Hongkong is what is known as the 'modified' plan, and is successfully used in the W.M.C.A. This plan provides for separate Association for the various sections of the community, each with its own independent management, but all bound together by one Board of Directors, on which each Association has its representatives. This plan grew out of experience in the West, which has shown that more effective work could be done by Associations formed for the different sections of the community. The success of this plan has been largely due, no doubt, to the fact that these different sections have themselves desired separate Association. It is evident now that the local conditions in Hongkong are not as propitious for the successful working out of this plan as in the West, but it was hoped at the inception of the movement here that these separate Associations would be organized before there was any unfounded suspicion against any class or race. To this end the constitution provided for a Chinese, European, Army, and Navy Associations, with a clause stating that Departments would be formed as the work might demand. In addition to these named, the management had in mind the formation of Associations for the college students, and non-Europeans other than those mentioned.

For reasons that are immaterial to the discussion the time has not yet seemed ripe for the launching of these various Associations, and the managers, knowing that class distinctions are a fact in Hongkong life, saw that the original scope of this department would have to be widened, since it would be unchristian to exclude any class for whom no provision had been made. In bringing this about two things had been taken into consideration, (1) the feeling (right or wrong) on the part of the members that this department was intended exclusively for European civilians; (2) our obligation to those who stood at the back of us financially, demanding that we should move with caution. Coincident with our efforts at a solution of this question we have been subjected to these scurrilous attacks, and our problem has been thus rendered even more difficult.

"At a general meeting of the members held on the 18th of September it was found that a majority were in favour of admitting soldiers and sailors. This Committee, therefore, having arrived at a probable solution of the difficulties involved, at its regular meeting on the 2nd of October, voted unanimously to admit not only service men but any persons who might apply,

THE "NO. 2 FOLDING BROWNIE." A PERFECT POCKET CAMERA.

FOR \$12.00.

LONG, HING & Co., No. 17, QUEEN'S ROAD.

39

THE BURLINGTON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

AN UP-TO-DATE ESTABLISHMENT

FOR MILLINERY GOODS AND COSTUMES.

BEST VALUE IN THE COLONY.

THE LARGEST STOCK OF HATS AND SHOES KEPT.

HATS AND DRESSES MADE TO ORDER.

Hongkong, 2nd October, 1905.

[1886]

HONGKONG CORINTHIAN YACHT CLUB.

The annual general meeting of the Hongkong Corinthian Yacht Club took place last night at 3, Queen's Road—Dr. Clarke, M.O.H., president, in the chair. The other members present were Messrs. J. Reidie, secretary, M. Melvor, W. H. Donald, E. M. Hazeland, J. W. Bains, F. Howell, P. Gibson, J. Hand, W. A. Crake, and Inspector Withers.

ANNUAL REPORT.

The annual report was read as follows:—

The Committee have much pleasure in submitting to you the Club's Annual Report and Accounts for the year ending 31st September, 1905. The club which is only in its infancy started in September last and has now a membership of 71. The club deeply regrets to have to record the death of Mr. Thorne, one of its original members, who took great interest in the affairs of the club, and was a part owner of the *Ariel*. The subscription and entrance fees for the year amounted in all to \$395, and the expenditure to \$201.76, leaving a balance of \$932.4 to the good of the club, which may be considered as satisfactory enough to a young club just started. There were seven of the one-design class racing during the season, and six cruises took part in the races provided for that class. The *Nina* won the Club's Championship with 48 points; the *Gail* took second prize with 22. In the cruiser class the *La Cigale* took first prize (a cup presented by the Vice-Commodore of the club), and the *Elfin* took second prize given by the club. The points gained by each boat during the season are as follows:—

<i>Nina</i>	48 points	<i>Ashore</i>	2 points
<i>Gail</i>	22 "	<i>Cam</i>	1 "
<i>Waratah</i>	10 "	<i>Ariel</i>	1 "
<i>Hibernia</i>	5 "		

CRUISER CLASS.

<i>La Cigale</i>	29 points	<i>Harporie</i>	4 points
<i>Elfin</i>	14 "	<i>Active</i>	2 "
<i>Aileen</i>	10 "	<i>Dart</i>	3 "
The Commodore's Cup was won by <i>Hibernia</i> and the Hume Cup by <i>Ashore</i> . The cup presented to the club by the <i>China Mail</i> was sailed for under the auspices of the Hongkong Regatta, and was won by <i>Waratah</i> . The spoons presented by Mr. Denison were won by <i>Gail</i> and <i>Nina</i> respectively. The thanks of the club are due to Mr. Hume, <i>China Mail</i> and Mr. Denison for sending prizes to the club, and to the public for kindly coming forward to swell the membership without whose support we could not be in such a prosperous position, also to Mr. Thorne who kindly audited the accounts. The prospects of the club for the coming season are brightening with the building of two new boats of the one-design class by Ah King, who expects to have them launched in six weeks time.			

On the motion of the chairman, seconded by Mr. Powell, the report and balance sheet was unanimously adopted.

THE FOLLOWING OFFICE-BEARERS WERE ELECTED BY BALLOT: Commodore, Dr. Clarke; vice-commodore, Mr. E. M. Hazeland; secretary, Mr. J. W. Bains; treasurer, Mr. J. Reidie; official treasurer, Mr. W. A. Crake; committee, Messrs. J. Hand, M. Melvor, Gibson, and Howell.

ALTERATION IN RULES.

Mr. Hume moved that rule 13 be amended as follows: "The rubber plate shall not exceed 5/16th of an inch in thickness nor two square feet in area."

MISCELLANEOUS.

The questions of dates and prizes were left to the committee. Mr. Donald referred to the desirability of the erection of a club house, which, on his proposition, seconded by Mr. Howell, was referred to the committee. Other subjects mentioned by a launch to follow the races and of devising a system of signalling for a launch to take yachts in low water desired—were also referred to the committee.

On the motion of Mr. Donald it was agreed to place on record the club's appreciation of the services of Mr. J. Reidie as secretary. A vote of thanks to the commodore concluded the proceedings.

SHOOTING.

The following scores were made by Left Half No. 2 Co. H.K.V.A. on Tai-koo Range, Quarry Bay, on Saturday and Sunday, 7th and 8th inst.:—

A CLASS.	B CLASS.
Lieut. Scott.....	Gunner Eadin.....
C. S. M. McKinnon.....	Gunner McIntyre.....
Gunner Corrie.....	Gunner Palmer.....
C. S. M. Bodger.....	Corpl. McKirdy.....
Gunner Darby.....	

CUTICURA SOAP

The World's Greatest Skin Soap.

The World's Sweetest Toilet Soap.

Sale Greater than the World's Product of Other Skin Soaps.

Sold Wherever Civilization Has Penetrated.

Millions of the world's best people use Cuticura Soap, assisted by Cuticura Ointment, the great skin cure, and purest and sweetest of emollients, for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, for baby rashes, itchings, and chafings, for annoying irritations, or too free or offensive perspiration, for alleviating weaknesses, and many sensitive, antiseptic purposes which readily suggest themselves to women, especially mothers, as well as for all the purposes of the toilet, bath, and nursery.

Cuticura Soap combines delicate emollient properties derived from Cuticura, the great skin cure, with the purest of cleansing ingredients and the most refreshing of flower odours. No other medicated soap ever compounded is to be compared with it for preserving, purifying, and beautifying the skin, scalp, hair, and hands. No other foreign or domestic toilet soap, however expensive, is to be compared with it for all the purposes of the toilet, bath, and nursery. Thus it combines in one soap at one price the most effective skin and complexion soap, and the purest and sweetest toilet, bath, and nursery soap.

Cuticura Soap, Ointment, and Pills are sold throughout the world. London, 25, Abchurch Lane; New York, 15, Ann Street; San Francisco, 10, California Street; Hongkong, 10, Queen's Road. Sole Agents, Messrs. J. W. Bains, F. Howell, P. Gibson, J. Hand, W. A. Crake, and Inspector Withers.

69-5

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. WITH CHAMBER FOR 30 CARTRIDGES FIRING 10 SHOTS IN 3 SECONDS. RIEMSEN & CO. Hongkong, 3rd October, 1905. 52

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

LEY'S, SCHULTZ'S, AMBERITE AND KYNOK'S SPORTING CARTRIDGES 8, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to 888. AIR GUNS and AMMUNITION in variety.

WM. SCHMIDT & CO. Hongkong 28th November, 1902. 100

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Storage will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods. WM. PABLANE, Manager. Hongkong, 18th November, 1901. 155

DR. NEWELL WILSON, DENTIST.

Latest American Methods. Reasonable Fees. No charge for examinations. Office hours 9 A.M. to 5 P.M. No. 2, PEDDER STREET (next to the General Post Office and opposite to the side entrance to the Hongkong Hotel). Hongkong, July 6th, 1905. 1376

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent to the Editor, before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th St. P.O. Box, 33. Telephone No 12

NEW ADVERTISEMENTS

BOARD AND RESIDENCE.

ON the Higher Levels, TWO ROOMS with Verandah, and Good View of Harbour, suitable for Married Couple or two Gentlemen.

Apply by letter to—

"R."

Care of "Daily Press" Office.
Hongkong, 10th October, 1905. [2305]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On WEDNESDAY, the 11th October, 1905, at 2.30 p.m., at their SALES ROOMS, No. 6, Des Vaux Road (Corner of Ice House Street), SUNDREY HOUSEHOLD FURNITURE.

Comprising—
BEVELLED GLASS WARDROBES, SIDEBOARDS, WRITING DESK, with BOOK CASE, BEDSTEADS, VIENNA CHAIRS, CROCKERY, &c., &c.

A small lot of PROVISIONS, one COMBINATION SAFE, and one PIANO by Robinson Piano Co.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 16th October, 1905. [2306]

COMPAGNIE DES MESSEAGERIES

MARITIMES.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

THE Company's Steamship

"SALAZAR,"
Captain Eschebauer, will be dispatched for the above ports on or about MONDAY, the 16th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 10th October, 1905. [2]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. today.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 16th October, at 11.30 a.m.

All Claims must reach us before the 21st October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

Agents.

Hongkong, 9th October, 1905. [5]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 16th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 9th October, 1905. [2307]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Bells.

Call Flag W.

J. W. KEW,

Manager,

Hotel Marlborough, 3rd Floor,

Hongkong, 8th August, 1905. [1433]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1905.

INTIMATIONS.

REMOVAL.

WE have this day REMOVED our Office to 2nd floor KING'S BUILDINGS, Connaught Road.

JESSEN & CO.

Hongkong, 7th October, 1905. [2291]

SINGER SEWING MACHINE CO.

M. R. A. E. PARKER has been appointed MANAGER of our Hongkong and Southern China Branches from 1st October, 1905.

Hongkong, 4th October, 1905. [2271]

EOTHEN MARK LODGE, NO. 264.

A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the FREEMASONS' HALL TO-DAY (TUESDAY), the 10th October, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Thursday, 9th October, 1905. [2277]

KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the members of the above Club, will be held at the SEAMEN'S INSTITUTES on THURSDAY, 12th October, 1905, at 8.30 p.m. By order of the Committee.

H. GUYNE-SMITH, Hon. Secretary Kowloon C.C.

Hongkong, 9th October, 1905. [2302]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of the Members of the above Club will be held in the CITY HALL, on SATURDAY, the 14th October, 1905, at 12.15 p.m.

By Order, T. F. HOUGH,

Clerk of the Course.

Hongkong, 30th September, 1905. [2249]

PUBLIC COMPANIES

IN THE MATTER OF THE TEBRAU PLANNING COMPANY, LIMITED.

IN LIQUIDATION.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that on and after SATURDAY, 30th SEPTEMBER, the LIQUIDATOR, is prepared to distribute a first and final Dividend of Two Dollars and Twenty-six and Seven-tenths cents per Share to those Shareholders who apply for same and deposit their Share Certificates at the Office of the undersigned, Alexandra Buildings, Des Vaux Road, Hongkong.

JOHN L. HUMPHREYS & SON,

Liquidators.

Hongkong, 22nd September, 1905. [2181]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-SECOND ORDINARY YEARLY MEETING of the SOCIETY will be held at its Head Office, No. 1 Queen's Buildings, Hongkong, on THURSDAY, the 19th October, 1905, at Noon, for the purpose of receiving the report of the Directors together with Statements of Account for the year 1904 and for the half year ending 30th June, 1905, and of declaring dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 9th October to the 19th October, both days inclusive.

By Order of the Board, W. J. SAUNDERS,

Secretary.

Hongkong, 15th September, 1905. [2136]

CANTON INSURANCE OFFICE, LD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the undersigned at 12 o'clock (Noon) on FRIDAY, the 20th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th proximo, both days inclusive.

JARDINE, MATHESON & CO.,

General Managers.

Canton Insurance Office, Limited.

Hongkong, 27th September, 1905. [2231]

AUCTION

PUBLIC AUCTION.

M. R. GEORGE P. LAMBERT has received instructions to sell by Public Auction on

WEDNESDAY,

the 18th October, 1905, at 3.00 p.m., at his

SALES ROOMS, Puckell Street,

THE FOLLOWING—

VALUABLE LEASEHOLD PROPERTY situate at Victoria, in the Colony of Hongkong, namely:—

All that piece or parcel of ground situated at Victoria aforesaid registered in the Land Office as SECTION B of INLAND LOT No. 164. Area 760 square feet or thereabouts; terms 75 years and 924 years: Crown Rent \$17.70; together with the messuage thereon known as No. 142, Queen's Road Central, Victoria, aforesaid.

For further particulars and conditions of sale apply to

S. W. T'SO,

Solicitor for the Mortgagees,

or to

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 7th October, 1905. [2295]

FURNISHED ROOMS.

LARGE FURNISHED BEDROOM, BATHROOM and BALCONY attached. Electric Light, convenient locality.

Apply to—

Care of "Daily Press" Office.

Hongkong, 7th October, 1905. [2294]

TO LET.

FURNISHED ROOMS with BOARD. Near Ferry, Kowloon; Tennis Court attached.

Apply to—

Care of "Daily Press" Office.

Hongkong, 4th October, 1905. [2272]

TO LET

TO LET.

NO. 3, MACDONNELL ROAD.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 20th July, 1905. [1797]

TO LET.

NO. 15, KNUXTFORD TERRACE, KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 9th September, 1905. [2089]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 30th June, 1905. [2231]

TO LET.

NEW "KINGSCLERE" with Stables, entrance in both Kennedy and Macdonnell Roads.

For full particulars, apply to—
LIMSTEAD & DAVIS,
Alexandra Buildings, 3rd Floor.
Hongkong, 17th February, 1905. [47]

TO LET.

AT SEAVIEW, WANCHAI, Gap Road, TWO ROOMS Facing Harbour with Kitchen, Bathroom and Gas.

Apply to—

Mrs. H. WHITE, No. 4, Blue Building.

Hongkong, 27th September, 1905. [2242]

TO LET.

DWELLING HOUSES on Pedder's Hill. Immediate possession.

TWO ROOMS in COLLEGE CHAMBERS. Immediate possession.

SPACIOUS GODOWNS, formerly known as McDougall Barracks, facing the Praya. SECOND FLOOR of No. 6, DES VEAUX ROAD CENTRAL, formerly occupied by the Standard Oil Co. of New York.

SECOND FLOOR of VICTORIA BUILDING, formerly occupied by Meyer & Co.

Apply to—

DAVID SASSOON & CO., LD.

Hongkong, 2nd September, 1905. [2044]

SHOP TO LET IN QUEEN'S ROAD CENTRAL.

HALF OF THE PREMISES at present occupied by THE ROBINSON PIANO CO. Possession from November 1st. For particulars, apply to—

W. BREWER & CO.,

Queen's Road

Hongkong, 15th September, 1905. [1949]

TO LET.

NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905.

Apply to—

E. A. DE CARVALHO,

14, Arbutnot Road.

Hongkong, 13th May, 1905. [119]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—

HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th June, 1905. [1539]

TO LET.

NO. 74, CAINE ROAD.
No. 2, MACDONNELL ROAD.

Apply to—

COMPRADORE'S DEPARTMENT,

Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. [84]

TO LET OR FOR SALE.

DUNHEVED 33, Robinson Road.

Apply to—

HO U. MING,

81, Queen's Road Central.

Hongkong, 17th June, 1905. [553]

TO LET.

THE First-floor of YORK BUILDINGS (Opposite Messrs. Gauer & Co.) For Offices.

Apply to—

KELLY & WALSH, LD.

Hongkong, 4th September, 1905. [2051]

TO LET.

AIRY and COMMODIOUS ROOMS, including:—Bathroom, in the Ground Floor of No. 3, Des Vaux Road. Suitable for Offices or Shops.

For further particulars, apply to—

DORABJEE & CO.,

King Edward Hotel.

Hongkong, 13th September, 1905. [2113]

TO LET.

NOS. 3 & 4, OBSERVATORY VILLAS, KOWLOON. Five Rooms Houses. Tennis Court.

Apply to—

ARRATOON V. APCAR & CO.,

45, Wyndham Street.

Hongkong, 13th June, 1905. [1434]

TO LET.

IN ALEXANDRA BUILDINGS.

Apply to—

SECRETARY'S OFFICE,

A. S. Watson & Co., Limited.

Hongkong, 16th September, 1905. [2139]

TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on lease.

Apply to—

CHUNG SHUN KO,

First Floor, No. 10, Queen's Road Central.

Hongkong, 13th July, 1905. [92]

TO LET

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.

C. H. GRACE,

Secretary.

Hongkong, 1st June, 1905. [1350]

TO LET.

SHOP in HONGKONG HOTEL BUILDINGS. Suitable for Office or Store. Rent \$225.

Apply to—

COTTAM & CO.

Hongkong, 4th October, 1905. [2273]

TO LET.

"THE EYRE," Peak.
1, DES VEAUX VILLAS, Peak.
Nos. 5, 6 & 21, BELLILOS TERRACE.
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, Low rental.

2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

No. 22, Queen's Road Central. SHOP at present occupied by FAIRBANK & Co.

Apply to—

LIMSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 29th August, 1905. [1836]

TO LET.

NOS. 2, 5, 6, BARROW TERRACE, KOWLOON.
THREE NEW HOUSES, CASTLE ROAD, HONGKONG.

Apply to—

SAM WANG CO., LD.

81, Queen's Road Central.

Hongkong, 12th July, 1905. [1234]

TO LET ON LEASE.

A LARGE DETACHED HOUSE, Very Substantially Built, Robinson Road Level. Commanding Full View of Harbour. 12 Large Rooms besides Out-Houses. Fully Furnished (a new Butcher and Watt's Full-sized Billiard Table included) Gas and Electric Fittings. Rent \$100 a month besides Taxes. Owner leaving for Europe shortly.

Apply to—

"L. C."

Care of Daily Press Office.

Hongkong, 28th August, 1905. [1993]

TO LET.

NO. 3, GRANVILLE AVENUE, KOWLOON. Electric light. Immediate possession.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 20th June, 1905. [1477]

TO LET.

"TANG YUEN," No. 18, MACDONNELL ROAD, containing 18 Rooms and Bath Rooms; a well laid out Garden and Lawn. Full View of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises can be let.

Apply to—

SHIPPING.

ARRIVAL.

BAVERN, German str., 3,123, H. Formes, 9th Oct.—Shanghai 7th Oct., Mails and General.—Molchere & Co.
 DENALDER, British str., 1,859, C. K. McIntosh, R.N.R., 9th Oct.—London, Antwerp and Singapore 3rd October, General.—Gibb, Livingston & Co.
 GARD, DIEDERICHSEN, German str., 774, H. Schlicker, 8th Oct.—Haiphong 3rd Oct., General.—L. Johnson & Co.
 CHINA, American str., 3,108, D. E. Friele, 9th Oct.—San Francisco 6th September and Manila 7th October, Mails and General.—P. M. S. S. Co.
 HIVE, French str., 794, G. Godman, 9th Oct.—Kwangsuei 9th Oct.—A. R. Murty.
 PITANLOK, German str., 1,288, L. Gorken, 8th Oct.—Bangkok 1st Oct., General.—Butterfield & Swire.
 PLOTTING, British str., 1,710, Forsyth, 9th Oct.—Manila 7th Oct., Ballast.—Butterfield & Swire.
 PRINCESS ALICE, German str., 6,720, Charles Pelack, 9th Oct.—Bremen 30th Aug. and Singapore 5th Oct., Mails and General.—Melchers & Co.
 QUINTE, German str., 2,840, Frabin, 9th Oct.—Bangkok 3rd Oct., General.—Siemens & Co.
 RUBI, British str., 1,519, A. H. Notley, 4th Oct.—Manila 6th Oct., General.—Shewan, Tomes & Co.
 SAMBER, German str., 998, F. Behnoldt, 9th Oct.—Bangkok 1st Oct., Rice.—Melchers & Co.
 SINGAPORE, British str., 1,855, G. H. Ponder, 9th Oct.—Manila 6th Oct.—Butterfield & Swire.
 YOUNG, British str., 1,306, J. H. Brown, 9th Oct.—Shanghai 6th October, General.—Butterfield & Swire.
 YOUNG, British str., 1,128, P. H. Rolfe, 9th October.—Manila 6th Oct., General.—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 9th October.
 Alouga, German str., for Singapore.
 Haiching, British str., for Swatow.
 Jaco, Dutch str., for Hoioh.
 Pondo, Norwegian str., for Hoioh.
 Zileigla, British str., for Amoy.

DEPARTURES.

8th October.
 SILESIA, German str., for Hamburg.
 9th October.
 ARCADIA, German str., for Tientsin.
 TAIYUAN, British str., for Yokohama.

SHIPPING REPORTS.

The German str. Pitanlok reports: Strong N.E. winds and heavy sea.
 The British str. Yachow reports: Moderate N.E. monsoon and fine weather throughout.
 The British str. Sunghang reports: Moderate N.E. winds and moderate sea, cloudy and clear.
 The British str. Pacing reports: Fine weather throughout, fresh northerly winds and moderate sea.
 The British str. Benador reports: Fresh monsoon, clear, cloudy and showery weather till 7th inst. and fine weather to port.
 The British str. Yuenang reports: Fresh N.E. winds, rough sea, clear weather to lat. 19° N.; thence to port moderate N.E. winds and sea and fine weather.

VESSELS IN DOCK.

9th October.
 ABERDEEN DOCK.—
 J. D. WILSON DOCK.—
 CHINA, Kaituma, Atlantis, Kongnam, Carl Diederichsen.
 COBENPOLITAN DOCK.—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW

THE Company's Steamship
 "HAICHING,"
 Captain A. E. Hodgins, will be despatched for the above ports, TO-DAY, the 10th inst., at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAPELAK & CO.,
 General Managers.
 Hongkong, 6th October, 1905. [2296]

IMPERIAL GERMAN MAIL LINE.
 NORDDEUTSCHER LLOYD, BREMEN.
 FOR SHANGHAI, NAGASAKI, HIogo AND YOKOHAMA.

THE Imperial German Mail Steamship
 "PRINCESS ALICE,"
 Captain Ch. Polack, will leave for the above places TO-DAY, the 11th inst., at 11 A.M.
 NORDDEUTSCHER LLOYD.
 For Further Particulars, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 10th October, 1905. [2300]

REGULAR
 STEAMSHIP SERVICE TO NEW YORK
 VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG, 1905.
 "SATSUMA" 13th Oct.
 "WRAY CASTLE" 30th Oct.
 "LOWTHER CASTLE" to follow.
 For Freight and further information, apply to
 DODWELL & CO., LTD.,
 Agents.
 Hongkong, 10th October, 1905. 2195-2195

HAMBURG-AMERIKA LINIE.
 FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship
 "RHAETIA,"
 Captain J. Behrens, will be despatched for the above ports on the 15th inst., at 5 P.M.
 This steamer has splendid accommodation (1st class) for passengers, and carries a duly qualified doctor.
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 7th October, 1905. [2300]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via USUAL PORTS OF CALL	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	PERA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 25th inst.
LONDON, AMSTERDAM & ANTWERP	DIOMED	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst.
LONDON, AMSTERDAM & ANTWERP	MACHON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th Nov.
LONDON, AMSTERDAM & ANTWERP	KINGHUK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st Nov.
MADEIRA, &c., via PORTS OF CALL	CALEDONIAN	Brit. str.	—	Grogory	MESSAGERIES MARITIMES	On 17th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	BAVERN	Ger. str.	—	Formes	MELCHERS & CO.	Tomorrow at Noon.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	k. w.	Röden	HAMBURG-AMERIKA LINIE	On 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOWIA	Ger. str.	k. w.	Schönfeldt	HAMBURG-AMERIKA LINIE	On 1st Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SENIGAMBIA	Ger. str.	k. w.	Jahner	HAMBURG-AMERIKA LINIE	On 15th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FRED. LAEISZ	Ger. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINIE	About 20th Nov.
TRIESTE, &c., via SINGAPORE, &c.	SILESIA	Aus. str.	—	L. de Stabile	SANDER, WIELER & CO.	On 29th inst.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th inst.
GENOA, MARSEILLES & LIVERPOOL	CHIRONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
NEW YORK VIA PORTS & SUEZ CANAL	SATSUMA	Brit. str.	—	—	DODWELL & CO., LTD.	On 13th inst.
NEW YORK VIA PORTS & SUEZ CANAL	ALSTON	Brit. str.	—	—	SHAWAN, TOMES & CO.	On 20th inst.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 18th inst.
VANCOUVER, VIA SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	S. Robinson, R.N.R.	CANADIAN PACIFIC R. CO.	On 1st Nov.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str.	—	E. V. Roberts	DODWELL & CO., LTD.	On 19th inst.
SEATTLE, VIA SHANGHAI & JAPAN	PINOSUEY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	DAKOTA	Am. str.	—	Motzenbach	NIPPON YUSEN KAISHA	About 2nd Nov.
AUSTRALIAN PORTS VIA MANILA, &c.	ARABIA	Ger. str.	—	—	POSTLAND & ASIATIC S.S. CO.	On 17th inst., at Daylight.
AUSTRALIAN PORTS VIA MANILA, &c.	CHINGTU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th inst.
AUSTRALIAN PORTS VIA MANILA, &c.	PRINCE WALDEMAR	Brit. str.	—	Wolome	HAMBURG-AMERIKA LINIE	About 15th inst.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	POONA	Brit. str.	—	C. R. Longden, R.N.R.	P. & O. S. N. Co.	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	BANTU	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	EBANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	LIAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	ARADIA	Brit. str.	—	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	YOHIOU	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	REHAETIA	Ger. str.	k. w.	J. Behrens	HAMBURG-AMERIKA LINIE	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	SALAZIE	Frean str.	—	Recheunant	MESSAGERIES MARITIMES	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	CHONGHANG	Brit. str.	—	Ch. Polack	JARDINE, MATHESON & CO.	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	PRINCE ALICE	Ger. str.	—	A. Hansen	MELCHERS & CO.	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	TRIUMPH	Ger. str.	—	Haraldsen	OSAKA SHOSEN KAISHA	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	FRITHJOF	Nor. str.	1 m.	Thorgjensen	OSAKA SHOSEN KAISHA	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	PRINCE	Nor. str.	1 m.	G. Tagami	OSAKA SHOSEN KAISHA	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	DAIJI MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	KANBU	Brit. str.	—	—	DOUGLAS LAPELAK & CO.	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	HAICHING	Brit. str.	2 h.	A. E. Hodgins	BUTTERFIELD & SWIRE	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	TAIYING	Brit. str.	—	R. Rodger	JARDINE, MATHESON & CO.	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	YUENANG	Brit. str.	—	—	SHAWAN, TOMES & CO.	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	ZAFIRO	Brit. str.	—	A. H. Notley	BUTTERFIELD & SWIRE	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	SUNGTANG	Brit. str.	—	—	SHAWAN, TOMES & CO.	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	RUBI	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	KUTANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	HINSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 24th inst., 3 P.M.
YOKOHAMA, via SHANGHAI, MOI, & KOBE	ITAL	Ital. str.	1 m.	Belsito	CARLOWITZ & CO.	On 24th inst., 3 P.M.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
YOKOHAMA VIA SHANGHAI	POONA	About 15th October	Freight only.
MOI and KOBE	C. E. Longden, R.N.R.		
SHANGHAI	ARCADIA	About 19th October	Freight and Passage.
	A. G. Cubitt, R.N.R.		
LONDON &c., via USUAL PORTS OF CALL	CHUSAN	Noon, 21st October	See Special Advertisement.
	H. W. Kenrick, R.N.R.		
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PERA	About 25th October	Freight only.
	A. L. Valentini		

For further Particulars, apply to
 L. S. LEWIS,
 Acting Superintendent.
 Hongkong, 9th October, 1905.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
 SAVING "THREE TO SEVEN DAYS ACROSS THE PACIFIC."

P.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 "EMPEROR OF CHINA," 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 18th Oct.
 "ATHENIAN," 3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 1st Nov.
 "EMPEROR OF INDIA," 6,000 Tons Com. E. Bootham, R.N.R. WEDNESDAY, 15th Nov.
 "TARTAR," 4,425 Tons Com. W. Davidson, R.N.R. WEDNESDAY, 29th Nov.
 "EMPEROR OF JAPAN," 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 13th Dec.
 Hongkong to London, 1st Class via St. Lawrence 260. via New York 262.
 Intermediate on Steamers 240. " " " 242.
 and 1st Class Rail 240. " " " 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the CANADIAN OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal ports and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent
 Corner Pedder Street and Praya, opposite Blake Pier

GREAT NORTHERN
STEAMSHIP COMPANY.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,
 "MINNESOTA" AND "DAKOTA"
 (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:
 "DAKOTA," Captain on or about THURSDAY, 2ND NOVEMBER.
 "MINNESOTA," Captain J. H. RINDER, TUESDAY, 19TH DECEMBER.
 Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Ports, also Passengers to the United States, Europe, &c.
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSE, STEAM LAUNDRY, &c.
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo, and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.
 Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.
 For Freight or Passage, apply to
 NIPPON YUSEN KAISHA,
 Agents.
 Hongkong, 4th October, 1905.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	A. H. Notley	Amoy & Manila.	Fri. 13th Oct., 4 P.M.
ZAFIRO	2540	R. Rodger	Manila.	Sat. 21st Oct., Noon.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 9th October, 1905. 115



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

S.S. "ALSTON" (WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS
 Hongkong, 5th September, 1905. [1004]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI VIA INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ARABIA"	4,483	Motzenbach	November 7th, 1905.
"ARAGONIA"	5,198	Ernst	November 29th, 1905.
"NICOMEDIA"	4,370	Wagemann	December 22nd, 1905.
"NUMANTIA"	4,370	Feldmann	January 7th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and a Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
 S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 4th October, 1905. 113

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and HAITIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATE.	Freight & Passengers.
SLAVONIA	HAVRE, BREMEN and HAMBURG	On 18th Oct.	Freight & Passengers.
SEGOWIA	(Calling at Singapore, Penang and Colombo)	On 1st Nov.	Freight.
SENIGAMBIA	(Calling at Singapore, Penang and Colombo)	On 15th Nov.	Freight.
C. FRED. LAEISZ	HAVRE and HAMBURG	About 29th November.	Freight.
Capt. v. Hoff	(Calling at Singapore, Penang and Colombo)		

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Duly qualified doctors are carried.
 For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE BUCKNALL LINE Steamship

"BANTU."

Captain Wooster, will be despatched for the above ports TO-DAY, the 10th inst., at Noon.
 For Freight apply to
 NIPPON YUSEN KAISHA,
 Agents.
 Hongkong, 5th October, 1905. [2273]

NAVIGAZIONE GENERALE

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PENANG, GULF and BAGDAD, also BAHREIN, VALENZA, ALICANTE, AMERICA and MALAGA.)

THE Steamship

"CAPI."

Captain Belsito, will be despatched as above on THURSDAY, the 12th October, at Noon. At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 29th September, 1905. [15]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
 JAPAN-CHINA-AUSTRALIA LINE
 VIA NEW GUINEA.

STEAM FOR

FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, ERIS, BANE, SYDNEY AND MELBOURNE.

On TUESDAY, 14th October, at Noon, the Steamship "ERINZ WALDEMAR," Captain Wolome, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Linen can be washed on board.
 NORDDEUTSCHER LLOYD.
 For Further Particulars, apply to
 MELCHERS & CO.,
 Agents.
 Hongkong, 21st August, 1905. [2191]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"CALEDONIAN."

Captain Grogory will be despatched for MARSEILLES on TUESDAY, the 17th October, at 1 P.M.
 This Steamer connects at Colombo with the Australian line s.s. "AUSTRALIEN," bound for Marseilles via Bombay and Aden.

OCEAN STEAMSHIP COMPANY, LD. CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL...	"CALCHAS"	On 11th October.
GLASGOW and LIVERPOOL...	"DEUCALION"	On 24th October.
GLASGOW and LIVERPOOL...	"MENELAUS"	On 31st October.
GLASGOW and LIVERPOOL...	"PENELOPE"	On 7th November.
GLASGOW and LIVERPOOL...	"HECTOR"	On 14th November.
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 21st November.

FROM	STEAMERS	TO
GENOA, MARSEILLES and LIVERPOOL...	"AGAMEMNON"	On 15th October.
LONDON, AMSTERDAM and ANTWERP...	"DIOMED"	On 24th October.
LONDON, AMSTERDAM and ANTWERP...	"MACHAON"	On 7th November.
GENOA, MARSEILLES and LIVERPOOL...	"CHINGWO"	On 15th November.
LONDON, AMSTERDAM and ANTWERP...	"KINTUCK"	On 21st November.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"PINGSUEY"	On 31st October.
HAMA.	"OANEA"	On 30th November.
FROM	STEAMERS	TO
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST.	"KEEMUN"	On 24th October.
	"MAUJAN"	On 21st November.

BUTTERFIELD & SWIRE,
AGENTS. [9-10]

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO
SWATOW, CHEFOO, NEWCHWANG, and TIENTSIN.	"KANSU"	On 10th October.
MANILA, AMOY, MANILA, CEBU and ILOILO.	"TAMING"	On 11th October.
SHANGHAI.	"SUNGKIANG"	On 11th October.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"LINAN"	On 13th October.
	"YCHOW"	On 13th October.
	"CHINGTU"	On 16th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [11]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWNSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9806	E. V. Roberts	Thursday October 19th
HYADES	3753	Geo. Wright	Monday, November 20th
TREMONT	2692	T. W. Gendle	Friday, November 24th
LYRA	4417	G. V. Williams	Saturday, December 9th
PLEIADES	3753	F. G. Parington	Friday, December 29th

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.QUEEN'S BUILDINGS,
Hongkong, 10th October, 1905.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 15th Oct, at 10 A.M.
FOR	THE CHARTERED S.S.	LEAVING
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"TRIUMPH"	MONDAY, 16th Oct, at 8 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"ERITHJOF"	FRIDAY, 27th Oct, at 8 A.M.
AMOY AND FOCHOW	"HARALDSEN"	at 8 A.M.
AMOY	"PROMISE"	WEDNESDAY, 15th Oct, at 8 A.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with electric light.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Vaux Road Central.
Hongkong, 7th October, 1905.

T. ARIMA, Manager. [14]

LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO
SINGAPORE, PENANG and CALCUTTA	"KUTSANG"	Tuesday, 10th Oct, 3 P.M.
SHANGHAI via SWATOW	"CHOYSANG"	Wednesday, 11th Oct, 5 P.M.
SINGAPORE, SOERABAYA and SAMARANG	"HINSANG"	Wednesday, 11th Oct, 3 P.M.
MANILA	"YUENSANG"	Friday, 13th Oct, 4 P.M.
TIENTSIN	"ESANU"	Tuesday, 24th Oct, 3 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on Through Bills of Lading to Lohai, Datu, Simporu, Tawau, Kudat, Uman, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS. 18

Hongkong, 9th October, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SHANTUNG AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
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BAYERN	WEDNESDAY	11th October
ZIEFEN	WEDNESDAY	25th October
PRINZESS ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUTPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

PRINZ EITEL FRIEDRICH	WEDNESDAY	3rd January
GROEBENAU	WEDNESDAY	17th January
ROHN	WEDNESDAY	31st January
PREUSSEN	WEDNESDAY	14th February
ZIEFEN	WEDNESDAY	28th February

ON WEDNESDAY, the 11th day of OCTOBER, 1905, at NOON, the Steamship "BAYERN," Captain Formes, with MAILED PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 9th October. Cargo and Goods will be received on Board until 5 P.M. on TUESDAY, the 10th October; and Parcel will be received at the Agency's Office until NOON, on TUESDAY, the 10th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25 c.

The Steamer has splendid accommodation, and carries a Doctor and Stewardsess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHERS & CO., AGENTS.

Hongkong, 28th September, 1905.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERBAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE "CHUSAN."

Captain H. W. Henrick, R.N., carrying His Majesty's Mails, will be despatched from this Port on SATURDAY, the 21st October, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. Britannia, 6325 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London &c. will be conveyed from Bombay to the E.M.S. Moldavia due in London on 2nd December.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 9th October, 1905.

SHIPPING IN PORT.

STEAMERS.

ALBENGA, German str., 2761, Petersen, 7th Oct.—Kelung 5th October, General.

ATLANTA, American str., 1860, Aldinger, 1st Oct.—Manila 23rd September, General.

BLACKHEATH, British str., 1719, W. T. Sherborne, 15th Sept.—Sourabaya and Probolinggo 3rd Sept. Sugar—Doddwell & Co.

BOURBON, French str., 997, Sisco, 7th Sept.—Saigon 3rd Sept. General—Chinese.

CAPRI, Italian str., 4193, G. Belato, 3rd Oct.—Bombay and Singapore 27th Sept. General—Carlowitz & Co.

CHOYSANG, British str., 1424, T. W. Selby, 5th Oct.—Shanghai 2nd October, General—Jardine, Matheson & Co.

CLAVERING, British str., 2154, D. Barton, 6th Sept.—from Salina Cruz, Ballast.—China Commercial S.S. Co.

DAIGI MARU, Japanese str., 1508, S. Tagami, 5th Oct.—from Nagasaki, Marine Products, &c.—Order.

EIGER, Norwegian str., 875, Fjalsen, 4th Oct.—Wuhu 28th September, Rice.—Order.

ELTA NOSSACK, German str., 1160, W. Lassen, 5th Oct.—Swatow 4th October, Ballast.—E. A. Trading Co.

EMPIRE, British steamer, 2843, P. T. Helms, 6th October—Sydney 13th Sept. General.

EMPEROR OF CHINA, British str., 3048, R. Archibald, R.N.R., 23rd Sept.—Vancouver 4th Sept. and Shanghai 23rd, Mail and General.—C. P. & Co.

HAICHING, British str., 1267, A. E. Hodgins, 8th Oct.—Fochow, Amoy and Swatow 8th Oct. General—Douglas Lapraik & Co.

HELLAS, German str., 1539, Hans Rohde, 1st Oct.—Chikung 25th Sept. Oil, Rice and Wheat—Stensen & Co.

HILANA, British str., 1336, W. S. Sayer, 4th October—Java 24th September, Sugar—Jardine, Matheson & Co.

JACOB DIRCHMANN, German str., 632, Chr. Hans, 6th Oct.—Pakhoi and Hoihow 4th Oct. General—Jensen & Co.

KAMPOZ, French str., 412, I. de Bail, 3rd Oct.—Saigon 25th Sept. General—Chinese.

KANSAI, British str., 1448, Dawson, 4th Oct.—Swatow 3rd Oct. General—Batterfield & Swire.

KURANG, British str., 3109, Bradley, 1st Oct.—Singapore 28th Sept. General—Jardine, Matheson & Co.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS

MELLIN'S FOOD is free from Starch. When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS FEETHAM LONDON, ENGLAND.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"KINTUCK."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 11th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 14th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th October, 1905. [9-10]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COROMANDEL" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex s.s. Mongolia.

From Australia ex s.s. Victoria.

From Ceylon ex s.s. Sumatra.

From Persian Gulf ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 11th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 5th October, 1905. [1]

NAVIGAZIONE GENERALE ITALIANA

(Florio and Babattino United Companies)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., where delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant will be subject to rent.

CARLOWITZ & CO.,
Agents.

Hongkong, 4th October, 1905. [4]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SENEGAMBIA."

Captain Pota, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they can not be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th October, 1905. [2239]

MEN OF WAR OF THE CHINA AND JAPAN STATION.

AUSTRO-HUNGARIAN.

Aspera, cruiser, 2437 tons, 21 guns, 7300 h.p.

Capt. Friedrich Grunzberger, Singapore Kaiserin Elisabeth, cruiser, 4000 tons, 29 guns, 8000 h.p., Captain Miri, Japan.

FRENCH.

Acheron, armoured gunboat, 1796 tons, 10 guns, 1700 h.p., Lieut. Farret, Saigon.

Argus, gunboat, 123 tons, 5 guns, 500 h.p., Lieut. Jeannel, Canton.

Avalanche, gunboat, 140 tons, 5 guns, 150 h.p., Haiphong.

Bismarck, gunboat, Lieut. Lefevre, Saigon.

Carondelet, gunboat, Lieut. Hue, Saigon.

Casse-tole, gunboat, 140 tons, 5 guns, 150 h.p., Saigon.

D'Alessa, cruiser, 4000 tons, 31 guns, 9500 h.p., Saigon.

Decidies, gunboat, 645 tons, 10 guns, 1000 h.p., Lieut. Comdr. L. Post, Saigon.

Descartes, cruiser, 3985 tons, 14 guns, 5500 h.p., Commander Anet, Baie d'Along.

Estoc, gunboat, Lieut. Mera, Haiphong.

Francisque, destroyer, 393 tons, 7 guns, 630 h.p., Lieut. Colani, at present at Saigon.

Fronde, destroyer, 350 tons, 7 guns, 393 h.p., Lieut. Jehenne, Baie d'Along.

Guaydon, cruiser, 3376 tons, 36 guns, 20,200 h.p., Captain Goudot, Baie d'Along.

Henri Riviere, gunboat, Lieut. Portier, Haiphong.

Jacquin, gunboat, Lieut. Corleux, Haiphong.

Javelin, destroyer, 307 tons, 7 guns, 303 h.p., Lieut. Comdr. Benassat, Baie d'Along.

Korsair, gunboat, 1250 tons, 6 guns, 2200 h.p., Comdr. Le Gollier, Saigon.

Lynx, submarine, Lieut. Armbruster, Saigon.

Montcalm, cruiser (Flagship of Vice-Admiral Bayle, "Commander in Chief"), 9700 tons, 12 guns, 19,800 h.p., Capt. Dartigaud, Fournel, Baie d'Along.

Mousquet, destroyer, Lieut. Prat, Baie d'Along.

Oly, gunboat, 100 tons, 5 guns, 100 h.p., Lieut. Comdr. Yvon, Baie d'Along.

Poisson, gunboat, Lieut. Lavissiere, Tongkin.

Pistolet, destroyer, Lieut. de Rancan-Werth, Baie d'Along.

Protée, submarine, Lieut. Glorian, Saigon.

Relatante, battleship, (in reserve) 9437 tons, 5 guns, 6071 h.p., Commodore C. P. M., Poulou, Saigon.

Sabre, destroyer, Lieut. Lebar, Saigon.

Sic, cruiser, 1740 tons, 10 guns, 1700 h.p., Comdr. T. de Balcourt, Baie d'Along.

Sully, cruiser, 10,014 tons, 38 guns, 21,000 h.p., Captain Guibet, (aground).

Surprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut. Roque, Haiphong.

Taïgang, gunboat, Yangtze.

Takin, destroyer, Lieut. Gaillard, Saigon.

Vauban, battleship, (reserve) 15,5

